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MANEUVER FLIGHT LOADS DATA FROM RF-101C AIRCRAFT

TECHNICAL DOCUMENTARY REPORT ASD-TDR-62-923

January 1963

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Structures and Air Environment Division
Aeronautical Systems Division
Air Force Systems Command
Wright-Patterson Air Force Base, Ohio

Weapon System 217A

(Prepared under Contract No. AF 33(616)-7593 by Technology Incorporated, Dayton, Ohio Author: Dudley C. Ward, Jr.)

NO 013

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1. Fighters RF-101C 2. Airframes 3. Load distribution 4. Gust loads I. Japon System 217A II. Contract AF 33 (616)-7593 III. Technology Incorporated, Dayton, Ohio IV. D. C. Ward, Jr. V. Not aval fr OTS VI. In AFIIA collection	
fense & Transport Systems Division, Dir. / Defense & Transport Systems Engineering. Structures & Air Environment Division, Wright-Patterson AFB, Ohio Rpt Nr ASD-TDR-62-923, MANEUVER FLIGHT LOADS DATA FROM RF-101C AIRCRAFT, Final Report, Jun 63, 32 P. incl illus., tables, 1 ref. Unclassified Report Structural flight loads data from RF-101C aircraft assigned to normal squadron operation with the United States Air Force in Europe are presented in this report. The basic in-flight maneuver data include normal	acceleration at the center of gravity, airspeed, and altitude. The information deriver from these parameters is intended for use in estimating the fatigue and service life effects of the maneuver environment upon the RF-101C aircraft structure.

FOREWORD

This report was prepared for the Structures and Air Environment Division, Directorate of Defense and Transport Systems Engineering, Deputy for Systems Engineering, Aeronautical Systems Division, Wright-Patterson Air Force Base, Ohio, as a portion of Contract AF 33(616)-7593. The program leading to this report was conducted by Technology Incorporated under the direction of Messrs. James R. Braun, George R. Boone, and Kenneth L. Rickey. The Aeronautical Systems Division project monitors were Lt. Ned Sandlin and Mr. Richard W. Bachman of the Structures and Air Environment Division.

This report is based on data collected on RF-101C aircraft based at Laon and Toul-Rosiers Air Force bases, France. The data were collected from 1 April 1961 to 1 November 1961.

ABSTRACT

Structural flight roads data from RF-101C aircraft assigned to normal squadron operation with the United States Air Force in Europe are presented in this report. The basic in-flight maneuver data include normal acceleration at the center of gravity, airspeed, and altitude. The information derived from these parameters is intended for use in estimating the fatigue and service life effects of the maneuver environment upon the RF-101C aircraft structure.

PUBLICATION REVIEW

This report has been reviewed and is approved.

FOR THE COMMANDER

WILLIAM B. MILLER
Chief, Structures and Air
Environment Division

ASD-TDR-62-923

TABLE OF CONTENTS

Section		Page
I	Introduction	1
	A. Data Recording System	1
	B. Data Processing	2
n	Discussion	3
ш	Conclusions	5
	References	6

ASD-TDR-62-923

LIST OF ILLUSTRATIONS

Figure		Page
1	Diagram and Tabulation of Mach Number Versus Load Factor	7
2	Percentages of Total Flight (Mission I) Time Spent in Selected Altitude Ranges	8
3	Percentages of Total Flight (Mission II) Time Spent in Selected Altitude Ranges	8
4	Percentages of Total Flight (Mission III) Time Spent in Selected Altitude Ranges	8
5	Percentages of Total Flight (Mission IV) Time Spent in Selected Altitude Ranges	8
6	Percentages of Total Flight (Mission V) Time Spent in Selected Altitude Ranges	8
7	Percentages of Total Flight (Composite of All Missions) Time Spent in Selected Altitude Ranges	8
8	Percentages of Total Flight (Mission I) Time Spent in Selected Airspeed Ranges	9
9	Percentages of Total Flight (Mission II) Time Spent in Selected Airspeed Ranges	9
10	Percentages of Total Flight (Mission III) Time Spent in Selected Airspeed Ranges	9
11	Percentages of Total Flight (Mission IV) Time Spent in Selected Airspeed Ranges	9
12	Percentages of Total Flight (Mission V) Time Spent in Selected Airspeed Ranges	9
13	Percentages of Total Flight (Composite of All Missions) Time Spent in Selected Airspeed Ranges	9
14	Percentages of Total Flight (Mission I) Time Spent in Selected Gross Weight Ranges	10

v

LIST OF ILLUSTRATIONS (cont'd)

Figure		Page
15	Percentages of Total Flight (Mission II) Time Spent in Selected Gross Weight Ranges	10
16	Percentages of Total Flight (Mission III) Time Spent in Selected Gross Weight Ranges	10
17	Percentages of Total Flight (Mission IV) Time Spent in Selected Gross Weight Ranges	10
18	Percentages of Total Flight (Mission V) Time Spent in Selected Gross Weight Ranges	10
19	Percentages of Total Flight (Composite of All Missions) Time Spent in Selected Gross Weight Ranges	10
20	Summary of Total Flight (Composite of All Missions) Time Distributed by Parameter Ranges and Mission Typ with the Average Flight Time of Each Mission Type	e 11
	20a. Percentages of Total Flight Time Spent in Selected Altitude Ranges	11
	20b. Percentages of Total Flight Time Spent in Selected Airspeed Ranges	11
	20c. Percentages of Total Flight Time Spent in Selected Gross Weight Ranges	11
	20d. Percentages of Total Flight Time Spent in Performing Selected Missions	11
	20e. Average Duration of Flights by Selected Missions	11
21	Probability Curve - Mission I (Photo High)	12
22	Probability Curve - Mission II (Photo Low)	12
23	Probability Curve — Mission III (Photo High - Low - High)	12
24	Probability Curve — Mission IV (Transition and Test	12

ASD-TDR-62-923

LIST OF ILLUSTRATIONS (cont'd)

Figure		Page
25	Probability Curve — Mission V (Navigation and Instruments)	12
26	Probability Curves — Composites (Load Factor) of RF-101C and F-101C Aircraft Data	13
27	Probability Curves — Composites (Design Limit Load) of RF-101C and F-101C Aircraft Data	13

LIST OF TABLES

Table		Page
1	Distribution of Flight Hours by Equivalent Airspeed and Altitude — Composite of All Missions	14
2	Distribution of Equivalent Maneuver Load Factors by Mach Number — Composite of All Missions	14
3	Distribution of Maneuver Load Factors by Equivalent Airspeed — Composite of All Missions	14
4	Distribution of Maneuver Load Factors by Equivalent Airspeed — Mission I	14
5	Distribution of Maneuver Load Factors by Equivalent Airspeed — Mission II	15
6	Distribution of Maneuver Load Factors by Equivalent Airspeed — Mission III	15
7	Distribution of Maneuver Load Factors by Equivalent Airspeed — Mission IV	15
8	Distribution of Maneuver Load Factors by Equivalent Airspeed — Mission V	15
9	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission I — Gross Weight Range: 27,000 to 35,000 lb	16
10	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission I — Gross Weight Range: 35,000 to 43,000 lb	17
11	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission I — Gross Weight Range: 43,000 to 51,000 lb	18
12	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission II — Gross Weight Range: 27,000 to 35,000 lb	19
13	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission II — Gross Weight Range: 35,000 to 43,000 lb.	20

LIST OF TABLES (cont'd)

<u>Table</u>		Page
14	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission II — Gross Weight Range: 43,000 to 51,000 lb	. 21
15	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission III — Gross Weight Range: 27,000 to 35,000 lb	. 22
16	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission III — Gross Weight Range: 35,000 to 43,000 lb	. 23
17	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission III — Gross Weight Range: 43,000 to 51.000 lb	. 24
18	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission IV — Gross Weight Range: 27,000 to 35,000 lb	. 25
19	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission IV — Gross Weight Range: 35,000 to 43,000 lb	. 26
20	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission IV — Gross Weight Range: 43,000 to 51,000 lb	. 27
21	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission V — Gross Weight Range: 27,000 to 35,000 lb	. 28
22	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission V — Gross Weight Range: 35,000 to 43,000 lb	. 29
23	Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission V — Gross Weight Range: 43,000 to 51,000 lb.	. 30

SECTION I

INTRODUCTION

This report presents a study of the maneuver loads data gathered on RF-101C aircraft assigned to normal operational duty with the 18th and 38th Tactical Reconnaissance squadrons of the United States Air Force in Europe. These squadrons were based, respectively, at Laon Air Force Base and Toul-Rosiers Air Force Base, France. The maneuver loads data, recorded by the Model F Willys Flight Loads Recorder, include three in-flight parameters: normal acceleration at the center of gravity, airspeed, and altitude; these are commonly denoted as "VGH."

The RF-101C maneuver loads program was initiated by the Aeronautical Systems Division as a supplemental part of the F-101 fatigue certification program under Weapon System 217A. Technology Incorporated received the award of the supplemental agreement to Contract AF 33(616)-7593 on 1 March 1961 and commenced installation of the Willys recorder on that date. Installation was completed on 17 May 1961. The first maneuver data was recorded on 30 March 1961; the last, on 16 October 1961. The Aeronautical Systems Division provided technical guidance and supervision for the recording program.

A. Data Recording System

The Model F Willys Recorder is a direct-write instrument which employs fixed styli to transcribe the parameter deflections onto carbon impregnated paper when electrical impulses are fed to them from the transducers. Each stylus, identified by a number, was fixed to represent a specific band within a parameter range. The contractor, utilizing the facilities of the Aeronautical Systems Division, established the coverage of these bands during the calibration process.

The Willys recorder has two inherent deficiencies which decrease the data accuracy and limit the recorder response to the lower frequency inputs. The recorder is insensitive to any input frequencies in excess of one cycle per second; in fact, a frequency of one-half cycle per second is borderline. Consequently, data recorded during turbulent flight conditions do not include all the added loading caused by the gust inputs; hence, loads spectra based on such recordings will be unconservative to some degree. Since the Willys recorder is essentially a digital recorder, resolution of the recorder only approaches some of the established divisions (data blocks) of the parameter ranges; in some instruments, the bands of the acceleration magnitude represented by the styli slightly exceed the bands of the corresponding data blocks. Therefore, as the values represented by one stylus could cover a range including the band of one data block and parts of the bands of the adjacent two data blocks, an acceleration depicted by a stylus could be of a magnitude equal to that represented by any one of the three data blocks. Such an acceleration, however, would be recorded as a value in the lowest of these blocks. Obviously, such data would cause the load factor spectrum to be unconservative to some degree.

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B. Data Processing

To facilitate analysis of the recorded data, the flight profile of the RF-101C aircraft was divided into five major missions:

Mission I	Photo High
Mission II	Photo Low
Mission III	Photo High - Low - High
Mission IV	Transition and Test Hops
Mission V	Navigation and Instrument

Mission I includes mainly the data of Photo Reconnaissance Missions during which vertical pinpoint and vertical strip photographs were taken. Most of the data of Mission I were acquired between the altitudes of 25,000 to 40,000 feet. Mission II comprises the data of Photo and Visual Reconnaissance Missions. Four types of photography were employed during Mission II: side oblique, forward oblique, vertical pinpoint, and vertical strip photographs. Most of the data obtained during Mission II were recorded below 2,000 feet. Mission III is a combination of Missions I and II. Mission IV consists of data essentially-from transition and test flights, including chase, tactical evaluation, and standardization board flights. Mission V contains data of instrument and navigation flights, including day formation, night flying (singly or in formation), maximum range without radio, navigation proficiency, TACAN, and GCA flights.

The semiautomatic Benson-Lehner oscillograph reader was used to measure the analog VGH data and to transcribe it in digital form onto IBM cards. The associated times for the subsequent compilation of the periods spent within specific airspeed and altitude ranges were also noted. Personnel in the computer facilities of the Aeronautical Systems Division prepared the data for processing through the IBM 7090 computer by using the IBM 1401 converter to transcribe the information from the punched cards to tape. A computer program in FORTRAN language governed the calculations and sorting operations for the grouping of data according to the required combinations of type of mission and ranges of gross weight, equivalent airspeed, altitude, and normal acceleration. The IBM 1403 generated the data printout tabulations from the output tape of the IBM 7090.

The criteria for reading the acceleration trace on the Willys records required a positive peak to be equal to or more than 2.0 g and a negative peak to be equal to or less than 0 g. When two or more peaks beyond these limiting levels appeared during the period defined by departure from and return to the 1.0-g level, the following points were read: the maximum peak and every other peak whose adjacent troughs were vertically removed from it by two or more styli (the vertical displacement between any two styli is approximately 0.8 g).

SECTION II

DISCUSSION

The normal accelerations which occurred during 2025.4 in-flight hours are presented in the form of normal load factors as functions of Mach number in Figure 1. This figure shows a point at 7.5 g which exceeds the 7.33-g structural limit. Inspection of the original recording revealed a load factor level between 7.2 and 7.6 g, the exact value being undetermined since the styli, as mentioned above, represent values within increments rather than a precise measurement. The instantaneous gross weight for the instant of this acceleration occurrence was determined to be 31,741 pounds which yields an n_W, of 241, 232 pounds (based on a load factor of 7.6 g). Design gross weight for this aircraft is 37,000 pounds, and the allowable load for the design limit load factor is 271,000 pounds. Therefore, the structural limit was not exceeded, even though the design limit load factor level was surpassed (Figure 1). Also of interest in Figure 1 are the apparent load factor exceedances at the lower Mach numbers; however, it must be noted that the V-n diagram in this figure is based on sea level and basic flight design gross-weight conditions, whereas the plots emanated from accelerations which occurred with various combinations of altitude and gross weight, each parameter varying within its range of values.

Figures 2 through 6 present the percentages of total mission flight time spent in various altitude ranges for each mission. The considerable percentage of time spent below 2,000 feet is particularly significant. The findings from other similar programs have revealed that the gust environment below 2,000 feet contributes markedly to the over-all fatigue spectrum of most aircraft. Since the effect of the gust environment becomes more severe as the airspeed increases, the large percentages of time spent at relatively high airspeeds, indicated in Figures 8 through 12, add to the significance of the low-altitude flight dominance. Table 1, based on the data of all missions, shows the actual flight times spent at these low altitudes and high velocities. The percentages of total flight time, including the times of all missions, spent in various altitude and airspeed intervals are displayed in Figures 7 and 13, respectively.

The percentages of total mission flight time spent in various gross weight ranges for each mission are presented in Figures 14 through 18. Figure 19 is a composite of the data in these five figures. For the purpose of comparing various distributions of the total flight (composite of all missions) time, Figure 20 is a composite including five figures which depict the following: percentages of flight time spent in selected altitude, airspeed, and gross weight ranges (Figures 7, 13, and 19), percentages of flight time spent in the five mission types, and the average flight time per mission type.

Figures 21 through 25 present the maneuver load factor environment for each of the five missions. Mission IV is apparently the most severe, whereas Mission I is the least severe.

The RF-101C maneuver load factor spectrum, based upon the 2025.4 hours of flight data, is presented in Figure 26. The figure indicates that an RF-101C aircraft will probably reach its design limit normal load factor approximately every 2500 hours. However, as the stability of the curve is rather questionable above the 4.5- to 5.0-g range, predictions beyond this range should be considered discreetly. Of more interest, perhaps, is the number of flight hours to equal or exceed the design limit load (see Figure 27). The data indicate that the higher load factors occurred at relatively low gross weights. Such occurrences would explain the apparent trend of the curve which indicates that a large number of flight hours would be required to encounter the design limit load. This hypothesis should be tempered somewhat, for the few occurrences recorded at the higher percentages do not allow a sufficient degree of confidence to be placed in the curve above 60 to 70% of the design limit load. Curves derived from F-101C maneuver loads data (Reference 2) are also included in Figures 26 and 27 for comparison purposes since the F-101C and RF-101C aircraft are basically the same aerodynamically and structurally. As the data collected on the F-101C aircraft totaled only 1302 flight hours, the F-101C curves probably did not reach the degree of stability attained by the RF-101C curves; therefore, no strong conclusions should be drawn between the two sets of data.

The distribution of equivalent maneuver load factors as a function of Mach number for all missions is shown in Table 2. Table 3 presents the distribution of maneuver load factors by equivalent airspeed for all missions, and Tables 4 through 8 show the individual mission breakdown. These data are also presented for various altitude and gross weight ranges in Tables 9 through 23.

SECTION III

CONCLUSIONS

- 1. All maneuver loads measured on the RF-101C aircraft are within the design limit load.
- 2. Since 43.9% of the total recorded flight time (all missions) was spent below 2,000 feet, the aircraft encountered a considerable number of gust loads. However, as the Willys recorder is insensitive to the effects of turbulence, a fatigue spectrum based on such recorded data would be unconservative.
- 3. Additional flight loads data on the RF-101C aircraft, especially gust data, should be acquired to obtain a more rigorous fatigue load spectrum.

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- Braun, Joseph F., Flight Loads Instrumentation for the RF-101C, F-101A, and F-101C Aircraft, Technology Incorporated Report Number 7593-IR-002, January 1962.
- 2. Ward, Dudley C., Jr., and Berens, Alan P., Structural Flight Loads

 Data from F-101A and F-101C Aircraft, ASD Technical Documentary

 Report 62-912, Volume II, Aeronautical Systems Division, Wright
 Patterson Air Force Base, Ohio, October 1962.

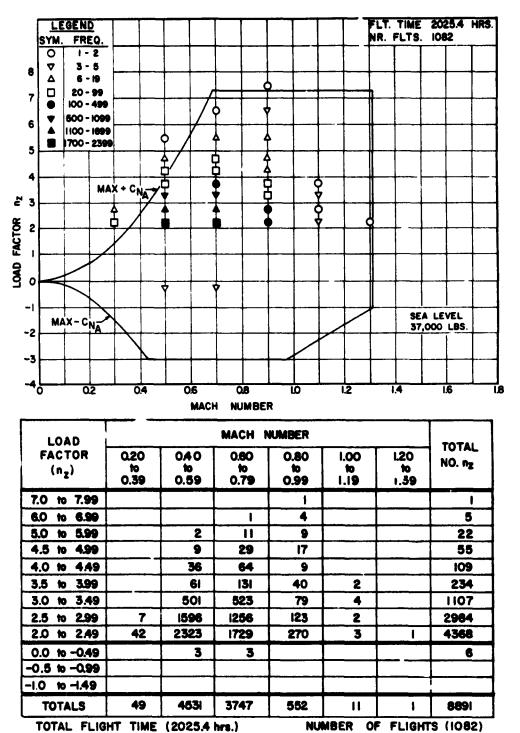


Figure 1
Diagram and Tabulation of Mach Number Versus Load Factor

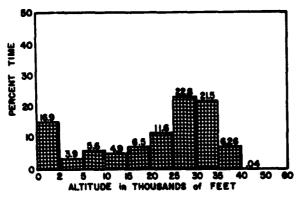


Figure 2
Percentages of Total Flight (Mission I)
Time Spent in Selected Altitude Ranges

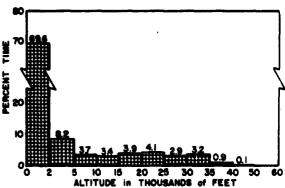


Figure 3
Percentages of Total Flight (Mission II)
Time Spent in Selected Altitude Ranges

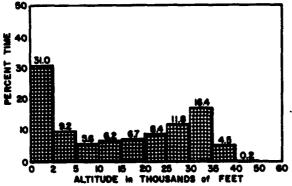


Figure 4
Percentages of Total Flight (Mission III)
Time Spent in Selected Altitude Ranges

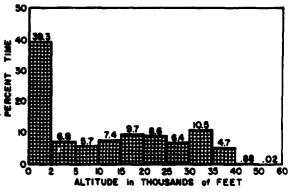


Figure 5
Percentages of Total Flight (Mission IV)
Time Spent in Selected Altitude Ranges

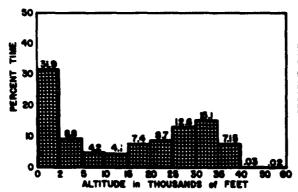


Figure 6
Percentages of Total Flight (Mission V)
Time Spent in Selected Altitude Ranges

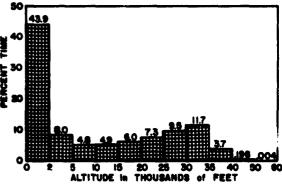
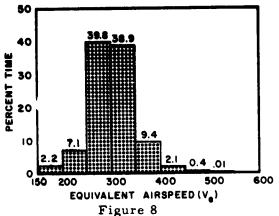


Figure 7
Percentages of Total Flight (Composite of All Missions) Time Spent in Selected Altitude Ranges



Percentages of Total Flight (Mission I) Time Spent in Selected Airspeed Ranges

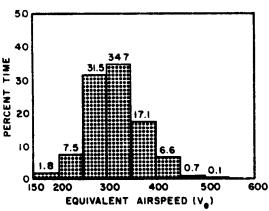
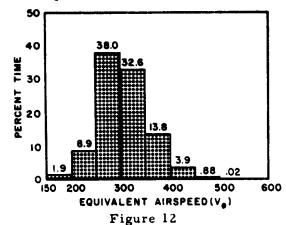
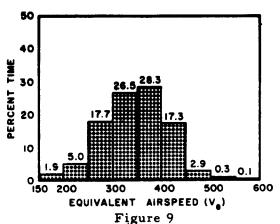


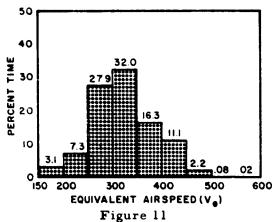
Figure 10
Percentages of Total Flight (Mission III)
Time Spent in Selected Airspeed Ranges



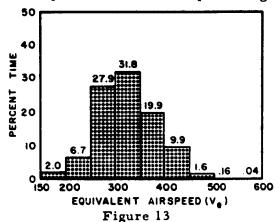
Percentages of Total Flight (Mission V)
Time Spent in Selected Airspeed Ranges



Percentages of Total Flight (Mission II)
Time Spent in Selected Airspeed Ranges



Percentages of Total Flight (Mission IV)
Time Spent in Selected Airspeed Ranges



Percentages of Total Flight (Composite of All Missions) Time Spent in Selected Airspeed Ranges

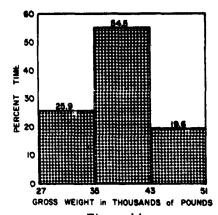


Figure 14
Percentages of Total Flight (Mission I) Time
Spent in Selected Gross Weight Ranges

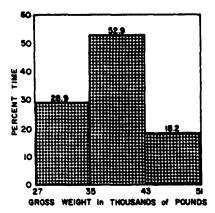


Figure 16
Percentages of Total Flight (Mission III) Time
Spent in Selected Gross Weight Ranges

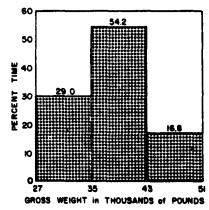


Figure 18
Percentages of Total Flight (Mission V) Time
Spent in Selected Gross Weight Ranges

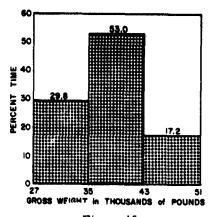


Figure 15
Percentages of Total Flight (Mission II) Time
Spent in Selected Gross Weight Ranges

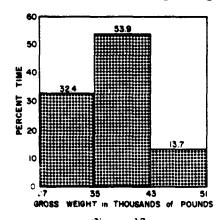


Figure 17
Percentages of Total Flight (Mission IV) Time
Spent in Selected Gross Weight Ranges

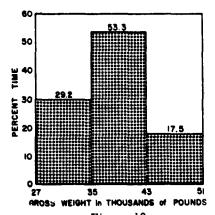


Figure 19
Percentages of Total Flight (Composite of All
Missions) Time Spent in Selected Gross Weigh
Ranges

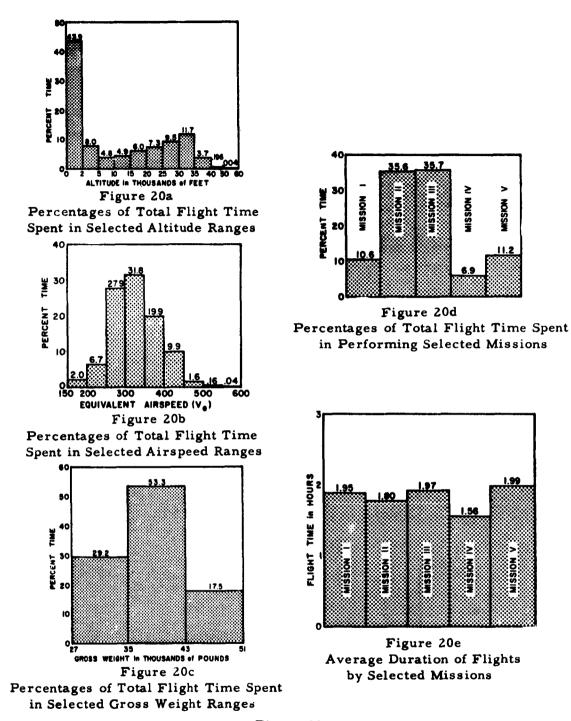


Figure 20

Summary of Total Flight (Composite of All Missions) Time Distributed by Parameter Ranges and Mission Type with the Average Flight Time of Each Mission Type

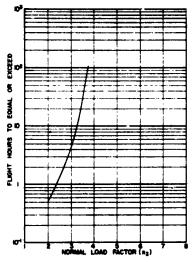


Figure 21
Probability Curve —
Mission I (Photo High)

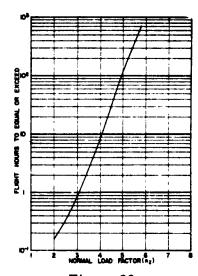


Figure 22
Probability Curve —
Mission II (Photo Low)

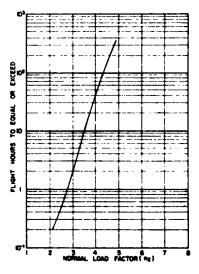


Figure 23
Probability Curve —
Mission III (Photo
High - Low - High)

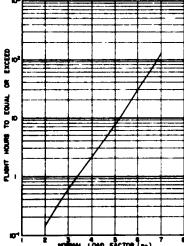


Figure 24
Probability Curve —
Mission IV (Transition
and Test Hops)

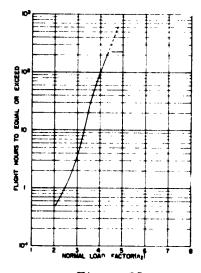


Figure 25
Probability Curve —
Mission V (Navigation
and Instruments)

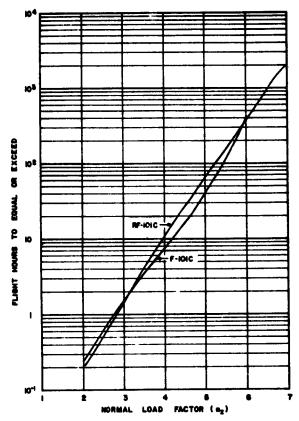
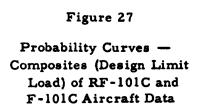


Figure 26

Probability Curves —
Composites (Load Factor)
of RF-101C and F-101C
Aircraft Data



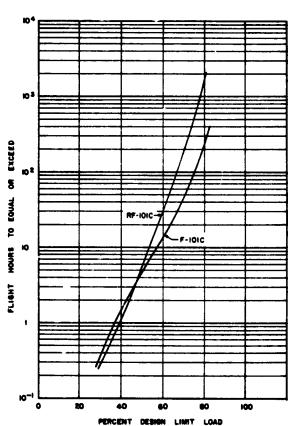


Table 1
Distribution of Flight Hours by Equivalent Airspeed and Altitude — Composite of All Missions

4.	T 1 T	UDE			EQUIVALENT AMPREED - V SKNOTS									
	iLO		FT 150		fe to		200 250 300 249 299 349		390 440		490	900 949	550 599	(hr)
50		59.99		0.03	0, 94							0.04		
40	10	49.99	9, 49	0,04	4.04	0. 12						3. 29		
35		39.99	2, 59	4.91	48. 12	5. 38	0.07	0.02				75.09		
30	10	34.99	3. 19	31, 23	153, 36	48, 70	0.28	0.02	0. 02			. 230. 40		
23	lo	29 99	9.74	12. 14	78.77	104. 65	2. 47	0.10	0.02			192. 94		
20	le	2499	0,92	10.55	49.49	72. 83	18. 11	1. 16				147.04		
15	to	19.99	j. 41	9. 22	41.47	49. 12	17. 12	2. 12	0.16			170. 8		
10	to	1499	0. 05	3, 70	23, 34	49.70	2a 77	3. 47	1.00	0.11		19 81		
5	to	9 99	0.49	4.21	17. 04	44. 28	23.74	5 68	0 85	0.21		97. 10		
2	10	499	1, 19	5. 24	24, 53	69 57	40.05	14.00	2.04	0, 10	0.05	162.84		
ō	to	199	28. 23	54, 76	118.58	208.74	273, 54	174. 50	28 03	2. 21	9.71	. 889.34		
FLT	TII	AE (Nr)	39. 90	130.16	506.00	b44. 29	402, 15	201.15	32. 10	4. 69	0, 76	2025. 21		

Table 2

Distribution of Equivalent Maneuver Load Factors by Mach Number — Composite of All Missions

				-					
EQUIVALENT	MACH NUMBER								
LOAD FACTOR (R _{Eq})	0.20	0.40 0.50	0.60 te 0.79	0.90 te 0.99	1 10 100	1.20- te 1.39	NO No.		
70 to 7 99							1		
60 to 6.99				ī			1		
5.0 to 5.99		3	7	•			-		
45 to 4.99		5	22	10			37		
4.0 to 4.49		18	70	14			102		
35 to 399		108	201	29	1		333		
3.0 to 3.49	2	475	609	72	3		1161		
25 to 290	î î	1224	1331	113	3	1	2674		
20 to 249	13	2098	1477	250	-		3830		
00 to -0.49		3	3				•		
-0.5 to-0.99							1		
-10 to-140			[Ι		
TOTALS	17	3920	3720	495			6949		

Table 3

Distribution of Maneuver Load Factors by Equivalent
Airspeed — Composite of All Missions

LOAD	EQUIVALENT AIRSPEED - V ₆ (KNOTS)										TOTAL
FACTOR (ng)	150	200 to 249	250	300 349	350	400 449	450 10 499	500	590 599	949	160. eg
7.0 to 7.99				1				1	1		1
60 to 6.99				T	Ī	1	3	1	1	Γ-	
50 to 598			T	2	Ī			2		T -	22
4.5 to 4.90				2	20	16	13	4		T	55
40 % 449			5	16	25	48	16	3	5	1	109
16 to 100			4	30	74	93	28	7		T	234
30 to 340		[44	230	410	325	63	10	5	T	1107
25 % 250		4	209	803	1065	747	146		1 Î	T	2984
20 to 2.40		27	403	1274	1846	900	178	25	7	Ī	4306
0.0 to -0.00					3	3					6
-01 h -011				I	Γ	Ī	Ī :	Ī	Ī		
TOTALS		30	665	2357	3143	2146	471	81	10	1	889

TOTAL FLIGHT TIME (2025.4 No.)

NUMBER OF FLIGHTS (1002)

Table 4
Distribution of Maneuver Load Factors
by Equivalent Airspeed — Mission I

LOAD	EQUIVALENT AMOPEED - V _g (KNOTS)										
FACTOR (ng)	190	200	250	300	390	460	450	900	550 500	600 649	TOTAL*
7.0 to 799									1		
60 to 699											
8.0 h 8.99											
45 h 499					T						
4.0 to 449					1	1				I	
15 to 199			1	1	1	1			1		,
10 to 3.40			1	19	13	12			I	Γ	46
2.5 to 2.99			7	34	15	17	•	Γ			101
20 m 240			49	96	29	18	3				197
0.0 % -0.49		Ī					[L			
-03 % -0.99											
TOTALS			57	150	80	49	15			Ī	351

Flight Time (214.2 Hre.)

Studer of Plights (110)

Table 5
Distribution of Maneuver Load Factors
by Equivalent Airspeed — Mission II

LOAD					T 480	1E0 - Y	(101078)				TOTAL
FACTOR (ng)	190	200	250	320	*	400	480	100 140	940	860 940	110. Rg
70 to 7.90											
60 to 630									1		7
5.0 % 5.00							1				•
4.5 b 490				2	,	,	10				20
4.0 to 4.40			3	12	13	30	11	•	1		75
35 % 3.00			,	•	39	55	12	3			110
3.0 to 349			26	85	553	204	44	2	,		593
2.5 to 2.99		1	97	336	504	470	72	-		1	1488
20 to 240		13	197	464	793	169	175	24	7		2091
0.0 to -0.48					,					T	3
-05 % -090											
TOTALS		16	205	900	1526	1333	266	40	16		4393

Table 6
Distribution of Maneuver Load Factors
by Equivalent Airspeed — Mission III

LOAD					T APR	y- 433	(HINOTS)			TOTAL
FACTOR (Pg)	150	240	290	320	300	400	440	900 3-3	100	640	MED. Ay
70 to 7.99											
6.0 to 6.99											
5.0 h 5.99											
45 h 490					1	,					-
40 % 449					5	7	•		1		17
35 % 3.99				10	1)	20	2	,	1		49
30 h 349			10	94	113	73	20	,			309
2.5 % 299		3	47	333	370	193	36	2			100
20 to 240		33	153	523	535	184	41	1			1460
0.0 % -0.49						1					,
-0.5 % -0.99											
TOTALS		24	230	930	1037	482	10)	11	2		2829

Table 7
Distribution of Maneuver Load Factors by Equivalent Airspeed — Mission IV

LOAD			•	DUNALEN	T AIRS	TED -Y	(KNOTS	1			
FACTOR (n ₂)	150	200	250	300	360	400	450	500 549	550	600	NO.ng
70 to 798								1			-
6.0 N 6.99		1				1	,		†		
50 % 5.99					1	5	7	2	1	<u> </u>	19
45 % 499					16	111	-	2			32
4.0 to 4.49				•	6	7	1	1			14
35 % 3.99			1	10	18	15	,	1			54
30 % 349			1	21	40	24	10	,			91
25 % 299			16	64	101	34	22	1			258
20 to 249			25	113	127	93	13	1		1	377
0.0 %-0.49			T					1			
-0.5 to -0.99		I				1					
TOTALS			43	214	309	206	68	10			850
	Plight	Time ()	40,8 Rrs				114	ber of	Plicate	(90)	

Table 8
Distribution of Maneuver Load Factors
by Equivalent Airspeed — Mission V

LOAD			•		IT AIRSE	EED -4	(KNOTS	,			
FACTOR (Ng)	150 199	200 249	250	300	390	400	450	500 10 549	550	600	TOTAL NO ng
70 to 799				· · · · · ·							
60 - 699				<u> </u>					 	 	ļ
50 % 8.99				1		 	<u> </u>			 	—
45 % 499											
4.0 % 449						1					1
35 % 3.99				1	7	•			 	-	⊢÷
30 to 3.49			•	#1	20	12	,				64
25 to 200			22	*	33	1)	7				122
2D to 2.00			.19	76	233	45	,				237
0.0 to ~0.49										_	
OS 10 -0.50											
TOTALS		1	47	175	189	73	19				466
	Plight	Time (22	6.4 Rrs.)				her of	7110010	(135)	

Table 9

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission I — Gross Weight Range: 27,000 to 35,000 lb.

LOAD PACTOR						e 20co :											2600 10					
10.1	150	100	1 100			400	V. 168078				7974L	FACTOR						10(E) ·				
	2	240	200	300	356	13	460	100	990	3.		(0,1)	190	100	280	100	110	400	450	100	19	800 10
10 6 90						1						80 10 8 90		- 74	1	1.341	_	247	100	- 112		
10 9 90						L						5 0 to 5 99			T			1 .	-	<u> </u>		
10 4 90												4 5 10 4 96										
0 10 4 49		 			 -			├		ļ		4 0 10 4 49						1				
10 149		ļ	 	+	 		-				 • 	3 5 10 3 00				<u> </u>				i	ļ	L
3 10 2 80		 		10	19	+	 	 	+		17	25 10 2 90				 -		+			-	
0 14 2 49			+	20	+-:-	+ ;	+	-		 	***	20 10 240					,			•—	+	 -
0 10 0 40			1	1		·	1	1	_		1 "	00 . 049						+		+		
9 10 -0 00		1			1		1					05 10 -0 94			 	+			-		 	
T THE	146.8	248.3	204.4	240.1	140.2	19.3	4.5	0.1			1107.3	FLT Total	9 ;	10 1	72.5	64.1	11.0		_	-		
				*	•				•				l		1	1	1	1 11		¥		
1000				100'YAL	L. C DE	0 feet	. (480" 5				TOTAL		r		_Au	0 01 obje		00 · '++1	V. 189071			
ACTOR	-80 te	201	230	300	350	400	450		830	600	10 A	FACTOR	150	200	250	1 800	330	1 400	1 490		\$50	
(#4)	*		200	149	_m_	999	429	900 (a 949	200	-32-	لــــــــــــــــــــــــــــــــــــــ	10,1	150	200	250	340	10	442	100	50C	10	600 10
'0 6 99												60 10 6 00					1		1	1		1
10 3 00								↓				5 C 10 5 90					<u> </u>					
10 4 99						 					 -	4 5 10 4 00			-	1						
		<u> </u>			 				 	!		4 7 10 4 49			+	1	1	1			1	
10 3 00		-		2	-	 			 		├. ┤	3 5 10 3 90		-	+	+	+	+				ļ
** 2 99					-						•	2 5 10 3 09	t	,	+	1	+ +-		+		+	├
0 to 7 49			10	2_								70 10 2 40	 	 	1 7	+	- 2	+	 	+	+	-
10 -0 40						L						00 10 0 49		— —		+ •	 	+	+	+	+	+
10 -0 98						L						0 5 10 0 99	 -	 -	+	 	+	 -	 -	+	+	
	1 2		,	95.4	1, 1	2 •					. , ,	F.7 7100 (404.)			,			+				
		_ <u></u> -										1941	٠.٠	٠.	T-#1	37.0	1 10 0	<u> </u>		٠	ــــــــــــــــــــــــــــــــــــــ	L
ACTOR IPg1	150	200	250	30C	350	100	490 490	900 to	190	600 10	707 AL 85 %	FACTOR (0g)	180	200	280	300	390	400	490	900	950	900
0 14 6 90												60 10 6 99	I	L								
D 14 5 90												8 0 to 5 90				1				\Box	1	
S 10 4 90				-					-	L		4 5 10 4 90	1	<u> </u>	-		-	+		1	- -	
0 10 4 10		1	+									4 0 10 4 40				+		+	 			
5 10 3 99		 	 		 	 	-	-		_		3 5 10 3 90	 	+	+	+	+	+ -	+	+	+	+
		+			 -				1			23 10 200	+	+	+	 ,-	+	+	+	 	+	+
10 340													 		1	+	† 	+		+	 	
9 10 2 40		 	 			1	l	1	i.					+								
9 10 2 40			-	-	-	 	-	-		_		00 10 2 40	1			1	7		_	_		1
0 10 2 00 0 10 2 00 0 10 2 00 0 10 0 47			=	Ė		=						00 10 -0 40	-	† 			-	- -		\vdash	-	
5 % 2 99 0 % 2 41 8 % -8 47 5 % -8 90	6.1	20.1	24.3	161.7	1.3	34,1	1.3				у6.1	00 10 -0 49 -03 10 -0 90 7(1 7 mg	,,	۳.	155 7	245 0	, m ,					E
5 to 200 0 to 2 40 0 to 0 47 5 to 0 00 7 T Pulls	6.1	3. ,		161.7	100 to 10.	200 (qqq	1.3					00 to -0 ap	,,	,,		Limber 10			V ₀ (RI00*8			
5 to 200 0 to 2 40 0 to 0 47 5 to 0 00 7 T Pulls	6.1	20.5		161.7	100 to 10.	200 (qqq		300	100	000	316.1	00 10 -0 40	3 3	100		Limber 10	\$60 to 3		V ₀ (RBO [*] 2)	100		***
5 to 2 50 to 2			Alt	163.7	1800 to 180 . ENT AN	eer teer			800			0.0 10 - 0.0 0 0.5 10 - 0.0 0 7,7 7402 1008	33		A	Limde 10	\$60 to 3'	a secto				
5 to 200 0 to 2 do 0 to 2 do 0 to 2 do 0 to 0 do			Alt	163.7	1800 to 180 . ENT AN	eer teer						0.0 is -0.0 is	33		A	Limde 10	\$60 to 3'	a secto			500	
0 to 2 00 to 2			Alt	163.7	1800 to 180 . ENT AN	eer teer			500	***		0.0 is -0.0 is	33		A	Limde 10	\$60 to 3'	a secto			300	
0 to 2 00 to 4			Alt	163.7	1800 to 180 . ENT AN	eer teer			89			00 10-0 10 00 11-0 10 00 11-0 10 10-11-11-11-11 10-11-11-11-11-11-11-11-11-11-11-11-11-1	33		A	Limde 10	\$60 to 3'	a secto			500	
0 % 200 % 2-00 % 10-0 40 5 % 0-0 00 7 Final (1900) 1 10-0 00 1 10			Alt	163.7	1800 to 180 . ENT AN	eer teer			500	***		00 10-0 10 03 11-0 10 03 11-0 10 07.1 Time 100-1 100-1 100-1 00 10 0 00 10 00	33		A	Limde 10	\$60 to 3'	a secto			33.52	3.
5 % 2 90 % 6 % 6 % 6 % 6 % 6 % 6 % 6 % 6 % 6 %			Alt	163.7 163.7 163.7 163.7 163.7 163.7 163.7	1800 to 180 . ENT AN	eer teer			800			00 18-0 09 03 18-0 09 07 17 THE 1800 1 00 18-0 09 08-07 08-0	33		A	Limde 10	\$60 to 3'	a secto			322	
9 % 2 99 % 9 % 9 % 9 % 9 % 9 % 9 % 9 % 9			Alt	163.7	1800 to 180 . ENT AN	eer teer			500		1974; 1974;	COAD 10-0-00 PT. T THE LOCAL COAD COAD COAD COAD COAD COAD COAD COAD	150		A	Limde 10	\$60 to 3'	a secto			33	23.
5 % 2 99 % 3 9 % 3 9 %			Alt	163.7 163.7 163.7 163.7 163.7 163.7 163.7	1800 to 180. Em T - Add	eer teer			\$00 22.			00 10-0 00 03 10-0 00 03 11-0 00 03 11-0 00 10-0 10-0 00 10-0 10-0 00 10-0 10-0	150		A	Limde 10	\$60 to 3'	a secto				
5 % 2 99 % 6 % 6 % 6 % 6 % 6 % 6 % 6 % 6 % 6			Alt	163.7 163.7 163.7 163.7 163.7 163.7 163.7	1800 to 180. Em T - Add	eer teer			200	200	1974; 1974;	COAD 10-00 00 10-10-10-10-10-10-10-10-10-10-10-10-10-1	150 10		A	Limde 10	\$60 to 3'	a secto				23.
9 % 200 % 12			Alt	163.7 163.7 163.7 163.7 163.7 163.7 163.7	1800 to 180. Em T - Add	eer teer			***	***	1974; 1974;	0.0 1a-0 ap 0.3 1a-0 ap 0.3 1a-0 ap 0.3 1a-0 ap 0.4 1 Trace 1.000 0.0000 0.000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000 0.0000	150 10		A	Limde 10	\$60 to 3'	a secto			**** **** ****	
9 to 2 40 0 to 2 40 0 to -0 49 5 to -0 00 7 Final (1000)			Alt	163.7 163.7 163.7 163.7 163.7 163.7 163.7	1800 to 180. Em T - Add	eer teer			200	2.	1974; 1974;	COAD 10-00 00 10-10-10-10-10-10-10-10-10-10-10-10-10-1	150 10		A	Limde 10	\$60 to 3'	a secto				
10 12 20 10 10 10 10 10 10 10 10 10 10 10 10 10		2000 1000 1000	A10 200 100 100 0	153.7 153.7 1800Wig 180	100 to 30 to	000 (per 000 - 1 000 - 1	(000T)	***	544	000	19744 60 m	0.0 10 -0 00 0.3 10 -0 00 FIT THE 1888 1 100 10 00 10 00	150 10	200	200 10 200 200	Egurvá. BOO 10 248	900 to 3/	000 (p.)	450	100	540	500
1.0 to 2.00 to 1.0 to 1		2000 1000 1000	A10 200 100 100 0	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	e 3	000 (pp)	(8307a	***	500		797 AL	0.0 10 -0 00 0.3 10 -0 00 FIT THE 1888 1 100 10 00 10 00	150 10	200	200 10 200 200	Egurya. BOO 10 248	900 to 3/	4 600 19 19 19 19 19 19 19 19 19 19 19 19 19	450	100	bao di	GP W W W W W W W W W
10 12 20 10 10 10 10 10 10 10 10 10 10 10 10 10	11	7 1	250 200 200 200 200 200 200 200 200 200	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	100 to 30 to	000 (pp)	(8307a	2			19744 60 m	0.0 10 -0 00 0.3 10 -0 00 FIT THE 1888 1 100 10 00 10 00	190 190 190 190 190 190 190 190 190 190	100 pg 348	Z SO TO	Egural	960 to 3/2 and 3500 and 3/2 an	100 (act	450	100		
1 to 2 50 to 1 to		2000 1000 1000	A10 200 100 100 0	153.7 153.7 1804Wis, 1804Wis, 1904Wis,	e 3	000 (per 000 - 1 000 - 1	(000T)	***	500	000	797 AL	00 10 -0 00 03 11 -0 00 03 11 -0 00 03 11 -0 00 04 11 -0 00 04 11 -0 00 05 10 00 05	150 10	200	200 10 200 200	Egurvá. BOO 10 248	900 to 3/	000 (p. 1	450	100	100 100 100 100 100 100 100 100 100 100	600 91 91 91 91
1 % 2 90 % 1 % 1 % 1 % 1 % 1 % 1 % 1 % 1 % 1 %	11	7 1	250 200 200 200 200 200 200 200 200 200	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	e 3	000 (pp)	(8307a	2			797 AL	1,000 to -0.00 Fr. Treet 1,000 to -0.00	190 190 190 190 190 190 190 190 190 190	100 pg 348	Z SO TO	Egural	960 to 3/2 and 3500 and 3/2 an	100 (act	450	100		000 001 001
1 % 2 90 % 1 % 1 % 1 % 1 % 1 % 1 % 1 % 1 % 1 %	11	7 1	250 200 200 200 200 200 200 200 200 200	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	e 3	000 (pp)	(8307a	2			797 AL	100 10 -0 00 00 00 10 10 10 10 10 10 10 10 10 10	190 190 190 190 190 190 190 190 190 190	100 pg 348	Z SO TO	Egural	960 to 3/2 and 3500 and 3/2 an	100 (act	450	100		500 91
1 % 10% 10% 10% 10% 10% 10% 10% 10% 10%	11	7 1	250 200 200 200 200 200 200 200 200 200	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	e 3	000 (pp)	(8307a	2			797 AL	1,000 to -0.00 for 1.00 to -0.00 for 1.00 for 1.	190 190 190 190 190 190 190 190 190 190	100 pg 348	Z SO TO	Egural	960 to 3/2 and 3500 and 3/2 an	100 (act	450	100		000 001 001
1 % 10% 10% 10% 10% 10% 10% 10% 10% 10%	11	7 1	250 200 200 200 200 200 200 200 200 200	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	e 3	000 (pp)	(8307a	2			797 AL	100 10 -0 00 00 00 10 10 10 10 10 10 10 10 10 10	190 190 190 190 190 190 190 190 190 190	100 pg 348	Z SO TO	Egural	960 to 3/2 and 3500 and 3/2 an	100 (act	450	100		600 601
1 % 100 % 10	11	7 1	250 200 200 200 200 200 200 200 200 200	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	e 3	000 (pp)	(8307a	2			797 AL	1.000 to -0.00 for -0.00 f	190 190 190 190 190 190 190 190 190 190	100 pg 348	Z SO TO	Egural	960 to 3/2 and 3500 and 3/2 an	100 (act	450	100		000 000 000 000 000 000 000 000 000 00
1 % 2 0 % 2	11	7 1	250 200 200 200 200 200 200 200 200 200	153.7 153.7 1804Wis, 180 190 190 190 190 190 190 190 190 190 19	e 3	000 (pp)	(8307a	2			797 AL	100 10 -0 00 00 00 10 10 10 10 10 10 10 10 10 10	190	100 pg 348	Z SO TO	Egural	960 to 3/2 and 3500 and 3/2 an	100 (act	450	100		000 000 000 000 000 000 000 000 000 00

Table 10

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission I — Gross Weight Range: 35,000 to 43,000 lb.

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3 9-64			L								
9 4 9.00											
<i>3</i>	18.4	4.0	-				141	4			-

				-		-					
1000				-	(87) 46	-	-	N			_
PAETON LO _S 1		T	1	E	1	1	1	13	I	E	
60 % 6.00								I			
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10 9 10		=			-			=	=	=	1
10 - 14			1		+	<u> </u>					
40 = 40 0 0 40								\equiv	Ш		\mathbf{E}
AL THE	4.6	3.0	86.3	100.4	49.1	0.3	8.4			Γ	188.6

			- 4	-		9 feet .					
-				-	BR M	-	-	4			
10-1	I	T	12	2	3	#	1	1	7	1	1 - 5
-	_	_			_	_	-	_	_	-	_
10 4 10							1	1			
48 to 4.00			1				1	1			_
40 2 44								1	_		
	L	L	L						$\overline{}$	-	_
10 to 10					-		Ι				1
4.0 - 4.00					ŀ					_	1
					ı				1		•
44-4.40		Ц									_
**											
47.75		1,0	18.1	100.1	64.3	7.6	8.8	4.0		_	-

					10.000	30.15.0					
LEAS				-			*	•			-
10g)	I	I	2	1	I	13	13	13	I	I	••
64 10 6.00		_			_	_				Г.	
8.0 to 8 00			1			1	T -			1	
4.5 10 4.55				Ī	T						
4 8 m 4.40		1	$\overline{}$			T	$\overline{}$			Ι	
3 8 to 1.00				_		$\overline{}$	T			$\overline{}$	T
30 10 340											
10 - 10					1	1	1 3				1 3
10 % 1.90						1 . 1				Г.	
88 9 9 66					_						
4 6 10 -0.00											
41.14	9,4	88.3	100.0	72,4	19.7	8,9	20,4	9,3			100.0

				in is	. 000 po 2	. 990 feet					
1000				-	.COV7 64		V, 188871	n			I
rictin (n ₁)	14	7	2	1	=	***	1	3	1	7	155
				_		_	-	_	-	-	
** ** **					†	+	 		 	₩-	+
45 to 4 to				_	1	1	1—	┿		-	
40 40					1	1	†- <u> </u>	+		-	†
3.5 10 3.00				_	†	1	 		 	┼	}
30 14 34					1	1-		+	-		٠.
** - 10			Ι		T-	T	1	1	_	-	+
11 11 14					\mathbf{I}	1.	1	1	 	┿	
89 W-9.40					1	_	1			_	
** ** **					1	т—:	1	1	_	_	_
1	0.6	14.6	138 1	110.1	,	4.0					344.5

				ntante M	, 900 to 2	5, PRP Supi					
-				-	-		,	1			-
TOETON 10gl	3	1	***	1	1	12	1	3	T	1	
8.0 10 0 00										1	1
8.0 to 1.00								1.		1	1
41 N 48								1			1
40 to 4 40		$\overline{}$								T	1
3 5 10 3 20		I						1		1	
20 10 240		$\mathbf{I} = \mathbf{I}$								T	
11 * 100		T						1		$\overline{}$	1
10 - 100										1	<u> </u>
98 W 949		1						E.			
1 5 W -0 00				L	L	1		Ι'		<u> </u>	
V. 14	_	18.1	191 8	. 979. 9	34.9	9.8			1		10.0

				Piperni.				1			Г
10,1	Î	1	II	T	1	3	ĪĪ	13	1	1	-
			_		_	_		_	_	_	-
80 9 9 9					_		1	 		-	+
4.5 to 4.50			Ι						\vdash		₩
4 0 00 4.40			Γ	Γ		1	1	 	_	_	-
3 9 9 349								1		_	
1.0 to 1.0								1-	_		
F.9 F.D						1		_	_	_	 -
4.0 10 6.40	Ш		Lī			1			 	, 	1 1
9.0 TO 49.49						1	1		_	_	
45 ** 4.90			Γ	I —		1	1	1		-	┰
AV. 14	0.8		739 9	1150.4	8.1			_	_	_	77.00

				Hittado 3	0,000 to 3	5, 989 fee					
L000 F00790	_			E0ura	L947 A	1070 ·	T ₀ 100071	D1			
76679R (Rg)	**	3	1500	13	5	13	13	3	1	1	1
60 to 8 80				1			Τ.	I		\mathbf{T}	$\overline{}$
20 H 8 90			$\overline{}$		T	$\overline{}$	T	T	1	1	$\overline{}$
4 6 10 4 80								T		T	1
40 10 4 60					L					T	
5 5 10 3 BD			I	Ι		T	I.	Τ.	Γ	1	T
3.0 10.340		I					Ι	L	Γ.		
21 - 200			$\Gamma \Gamma$	1	I		$_{\rm L}$		Γ	T	
10 10 E 40			1.5				Γ	1	I		
96 10 -0 49											
95 4 -9 50			I				1	Γ			
AT THE	24.4	193. 9	1303 5	390.7	9.8	Г	I				1990 1

LOAD POCTOR				tourse	-	umass .	V ₀ (KR871	B1			1914
rector (+ ₂)	ri	12.	100	100	300	100	490	100	***	330	1
				_	1	_	_	_		_	-
90 m 9 m			1		1	† 		, 		 	
4 5 to 4 10		$\overline{}$	1		1	 	_	+	_		
48 19 440		T		·	1	 	_	+	_		
35 10 599					1-	 	 				
30 10 345				1	1	1	1	+	_		
					1	1	_	+	_		 -
10 % 140					1-	1	1	1		_	
80 10 -0 40			_		1		_	_	_	_	
0 5 M .0 00				1	1	1	 	1			
A1 191	10 1	17.6	990 1		1	1	1	\vdash		_	100 1

Table 11

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission I — Gross Weight Range: 43,000 to 51,000 lb.

				Altuto	de 9 to 20	100 Sept					
LOAD FACTOR				EBUIWAL	ENT AM	PRES -	, ICHOTS				101AL
FACTOR (Pg)	22	200	200	300 100 100	350	100	454	1000	560	600	47 4
60 10 6 90		T		T	1				_	1	
\$ 0 10 5 00		1		1	1				1	1	
4 5 10 4 50		1			1	$\overline{}$		1		1	
4 8 to 4 40				1	1			1		1	
3 5 10 3 90											
10 10 100		I		I	1			1			
2 5 10 2 80		T			1.1	4					
28 10 240		1		T i			1				11
88 10 8 40		Τ		7	Ι		1	T			
-0 5 10 -0 90	Ĺ		Ш				1	I			
FLY THEE	2.6	36 2	34.7	**	156 9	76 1	22 1				487 1

	ŀ			EBUYEL	.EUT AIR	seeto - s	(1888TQ	11			10144
FOCTOR (*)	22	200	250	300	300	***	***	100	3	3,	-
6.6 10 6 90								I			
80 m 100				Τ	L				I		Ι
4.5 to 4.90			T	1				T			
4 9 10 4 40			T.	Ι	1		·		·		
3 1 10 100			1	1							
3.0 to 3.00		I	L					I			I
11 4 100			I	T				T			_ ·
20 10 249			T I	I L	I 7			I			7
8 6 4 -9 49				1							
	F		Τ		Γ			T			
PLY YES			1 44	21.2		12 7	. 7				140

				Lauve	SMT AN		V, 1500TE				1
PACTOR (Pg)	100	100	100	100	3100	400	450	800	980	600 12	70 TAL
10 6 99		1	_	_	1	_	1	1	_	_	•
		1	 		1	1		1			
4 5 10 4 86			1		Ī	Ť		1			
4 9 10 4 49		\mathbf{I}		I			$\overline{}$	1	\vdash		
3 8 10 3 90						I		1			
30 10 340			1	1	I			I	I		1
23 10 2 90					T.		L^{-}	T			
2 0 10 2 40				I	1			I			1
00 10 -0 49			I				L	I			
-0 5 10 -0 90					1	Ι					
0.1 798			.,	61.7	1	7,		1			163.3

				1411mdo 16	. 000 to 11	. 886_fort					
-	1040 PACTOR 104			EGHAFF	ENT AM	PID ·	, (COS)	1)			1074
POETOR (a ₂)	2-1	133	100	300	100	12	3	1	***	3.	-
4.0 to 4.00		T^{-}		1	T	Т					
80 to 8 90					Т		I		Ι	1	1
41 14 4 60		T	1	T	T	Γ	T	T	τ		T
45				T	Ι						
3 5 to 500		I	T			I		1			T
10 - 10		T -		T -	I -		I	1	Γ		1
11 - 180					I			Ι			1 1
10 - 14			I	Γ	L	1		1	I		1 .
		T	1		T			$\overline{}$			1
-0.00					T		I	T	T	Ι.	T
A1 14		1.6	27.3	94.2	71.9	1.0	0.8		1		140.2

			-	littude L	6.000 to 2	8.888 Sec	<u> </u>				
LOAD				-	ENT A1	ertte -	V _e 148071	B1			TOTAL
PRÉTOR (Bg)	100	170	200	300	390	***	450	100	980 19	44.	# 5
80 10 6 98					1	1		1	1		1
30 % 300		T				_	$\overline{}$	1	Ť		
4 5 10 4 00		1	1	_		1	$\overline{}$	1	1		
4.0 to 4.40		T-		T	1	1		1			
3 5 10 3 00		1				1	1	1	1		_
30 10 340		T		1			Ι.	1			
25 - 200								1			1
20 4 14					I	I		1			
00 10-04		1						1		_	
-0 5 10 -0 50			I	I			I				
A1 198		17	48.0	94.2	44	.,	Г	T			201 8

LOAD				COUNTY	ENT AN		V ₀ (4880)	13			-
70£700 (0 ₄)	\$24	1	100	1	7	111	1	3	***	32.	
88 to 8 99		-	_	ĭ				1			$\overline{}$
** ** **				T		1		1			
44 14 4 98			Ī		Ι	1				-	$\overline{}$
44 - 44		$\overline{}$		1							\vdash
3 5 10 3 00				I		Ī	1				
3.0 m 3.00							1	Î			
** * **			I		Ι.	Г	Γ	1			$\overline{}$
10 . 140					Ι			1			•
10 9 4 40				I	Ι			T	1		
91 9 9 99			1	1			T	_	-		
TIP			1	199.0	10.0	T .				_	

				Attade .21	.000 - 3	9, 898 feet					
1040	L			EBUIVAL	.667 44	-	V ₀ (\$40.75	11			TOTAL
(ng)	*	200	100	324	390	12	***	120	300	37.	** 5
60 10 6 60		1	I	1							1
80 W 8 S		1	1	1			_				
4 5 10 4 50		Ī		1	1	1	_	1			
4 0 m 4 m		7		7	1	1	_	1			
3.8 NO 3.00		T		1	+	1	1				
3.0 m 3.00		Γ		_	$\overline{}$	$\overline{}$	1			-	-
1 1 = 1.00		1			Ť	1		-	_		
						1	$\overline{}$		1	_	-
0.0 44-0.40		_		_	1	_		1			
		I	1.	Ι -	1	T	T				$\overline{}$
4.5	0.3	10 0	150 7	470 4	3.1						967 1

1000				EQUIVEL	CWY 40		V ₀ (000)	la .			191A
Retire (4 ₃)	**	I	200	3	300	13	T	3	1	3.	-
68 to 6 88			I	1				1		1	T T
5.0 to 5 to			I	I		1					
***			I			1	$\overline{}$	1			7
4 6 to 4 40		T				1	1	1			1
3 5 10 250				1		1		_			•
1.0 to 140				I		1	t - t	$\overline{}$			٠.
11 ~ 100			1	T	_	T	1	1			•
11 7 140				T	$\overline{}$	1	1	1			-
10 7 7 40			1			1	$\overline{}$	Ť			_
95 9.50		I	1			1	T	 			1
	. 17		210 0	101 7							002.0

LOAD PACTOR		_		-	-	. 1884	V ₀ (# 98 7(H			
(mg)	14	12	190	1	300	***	1460	300	900	32.	1014
		1		_	-		_	 		, -	,
5.0 H 5 S		1	$\overline{}$		† 	†	+	+	_	├	
4 5 to 4 00				 	_	1	 	+			+
40 m 440			1		† 	+	 	 		+	┿
3 3 Ho 3 80			1	1	_	+	-	+-	_	 	┼─
5.0 10 1.40		1		1	+	+	_	+	_		+
25 9 20				_	+	+		+			+
2 0 N 1 00					1	+	_	 			+
80 10-9.49				1	1 –	†	_	1	-	-	_
-0.00 to -0.00			1		1	1	 	 	─	+	+
N.1 148		4.6		1		1		1	$\overline{}$	1	70.5

Table 12

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission II — Gross Weight Range: 27,000 to 35,000 lb.

L040				COUNTY	WT 640	P980 - 1	-				1974
765 TOB	100	300 1144	100	***	***	***	#	**	2	*	
									_ l		
1 C 40 5 50											
4 5 10 4 56											
40 10 446				•	•	10					
1 1 10 100					. 4	- M					1 .
3 C 10 3 40											148
21 '0 200			**	130	141				1		198
7 D '4 2 49			76	171	189						
CC 'C .C 40											L
C 5 '1 'C 98		1							1		
1070	472.6	1007.0		1847.8	1053.0	199.0	8,0	20.3	6,0		T

				12444000	2,000	0 5,000	feet				
LOAD			-	EGW44L	997 446	97000 -	, table 18	1			79744
mic ren i = _p 1	3-4	7	188	3	***	3	3	2	4	3.	# 5
						1	1				
48 9 49						1 1	1				Π.
40 . 44	-			1		1	1				-
3 6 40 3 50						1					1
10 % 14		L		1			1 4				- M
1 7 10					111	7					27
			10		11	7		•			7
44 4 4 4			$\overline{}$			1	I				$\overline{}$
					Ι	1	Ι				T
A1 174	10.1	75.0	831.0	530.7	394.0	35,4	10.0	2.0	0.1		1004.0

			- 41	At mile :	9,000 1	10,000	Foot				
LOAD				-	947 84	-	-	•			1974
10g)	2.1	22	364	3	1	1	1	3	*	3	
40 4 6 60		Γ	T								
10 to 0 to		I									1
4 5 10 4.00		L									1-3
40 10 440			1		T						
11 4 10			Γ								
1.6 4 34			L				1				
10 4 100			T	<u> </u>	1.6						87
10 10 1 00								4			1 10
88 9-64			T		1						Γ
	L										
41	9,4	45.5	170.9	249.3	90.0	19.3	5.7	8.0	Ī		263-9

LONG				EBUTYAL	BA 700.	07000 · 1	, 194878	1			
70£700 10 _£ 1	***	7	200	*	**	***	7	3	3	7	
44 4 6											
0.0 to 9 to											
45 10 400											
4 6 14 6 40						1					•
3 5 10 100					1 4						
5.0 to \$40				1.	L •						*
2 5 × 100											•
20 * 100											*
98 44 48											
AT 198	29.4	10.9	\$40.2	101.5	90.4	16.0	19.7	3.0			649.5

L949				EQUIPMENT.			v_ 100071	,			TOTAL
19 ₉)	\$1	100	350	100	42.	*	12	3	3	3.	= -
		T					T	1			
10 10 10											
4 9 10 4 99		T	T					T	T		
10 m 140											
3 1 10 100		Ι	Ι			1		Τ	Γ	Ι	1
30 10 340		T-				1	Ι	1			I
			7		-	7	Τ.	1			11
10 - 14			1 •	14				I			-
66 4-9 46		1	1				T	T			T
-0 5 10 -0 00			Ι.							Ι	
A. 7	14.5	93.7	490.9	200.3	66.3	9.7	4.0	T	Ī	Ī	933.0

			44	i depte		a 25,00	Post .				
1000				-	207 edi	-	-	11			1974
AGE TOO	11	E	12	2	2	**	7	3	1	1	
							I	I			
90 to 9 80		1		Ι				Ι		L	L
4 5 10 4 50								I			
46 % 440			\Box	L			1	Ι	Ι	Ι	L
3 8 40 340											
30 % B4			I								
10 - 10		I	L								
11 - 14		1 .	_ <u>,</u>				Ι		L		
98 H-9 00			1	1							
49 44 48									I		
2.7	10. 3	190.0	449.9	#9.4	99,6	3.1		Ι			939.9

			- 43	-	25,000	10 20,00	e foot				
LOAD				Ethina	EW7 A4		V ₀ (18807))ı			70784
PRÉTOR (mg)	14	1	200	**	*	***	1	3	3	7	
6.0 10 6 50							1	Ι	1	I	
5.0 N 5 B		$\overline{}$	$\overline{}$	$\overline{}$			-				
4 5 10 4 60		1	Ī		1	1	Ī	1	1	1	1
4 0 10 4 40						1					
3 5 10 3 20		1	1	i –	1	T T	1	1	1	1	1
30 to 840		î –		1		1	1	Ī	Ī		
1 0 9 1.00		T	1	T 1	1	1	1	1			T 1
10 % 840		$\overline{}$	1 1	<u> </u>		$\overline{}$		_	T	T	1 3
99 49 9 49		1	Т	T			1	1			1
-6 6 70 -0 90						Τ			1		
4.5	7.1	43.9	205.0	296.5	2.7	0.1		I			100.9

LOAD POE TOR	ł			COUNT	.897 44	-	-	i)			1976
(0g)	1	1	196	1	70	13	***	1	**	3	
10 to 0 00					T	T					
8 to 4.00		1	1			Γ^{-}	T	T			
		$\overline{}$			$\overline{}$	$\overline{}$					Ι
3 10 100		1		1	1	T	1	$\overline{}$			Ι
1.6 m.140						Τ	T				
1			1		I	1	I .				L
10 944			1	1	$\overline{}$	$\overline{}$	$\overline{}$				L.
0 10 -0 40						1					
95 % -0.99		T	T	1	Т	T	1	$\overline{}$		T	Ι
44.14	94.4	24.0	-	87.7	0.1	1	T				367.8

			411	t tade :	35,000	10 50,00	0 foot				
LOAD				COUNT	ENT A		V ₀ 100071	1)			1974
1040 1041	**	100	255	**	390	:::	444	32	***	3	-
6.0 10 6 90		I				T	I				$\mathbf{L}_{}$
5.0 TO 5 TO							Ι	I			L
4 5 10 4 50				L			ļ	Ι''	1		1
40 10 4 00						L		Τ			1
3 5 10 3 00					1	Ι		Ι			
38 10 349		1				T	\mathbf{I}			L	
1 5 % E PO		1	1		I		I	1			1
20 10 240		L	1		Ľ						I. 1.
00 10 -0 40	T	1.	I		Ι			T			
-0 5 10 -0 50		T	I					1	1		I
PLT THE	83.7	87.0	144.5	24.4		T	1	T			217.6

				Leede:	₩,000	10 50,00	* 5001				
LOGO FRETOR		-		Egundi	.EW7 A4	R 07000 -	V ₀ 198871))			19744
rac ron (ng)	*	***	200	***	1	13	**	3	***	3	-
		I	I	L		Ι		1			
		T				1					
4 9 10 4 80	1	I			Ι	I .	I	I			
40 N 440		1	1			1					
3 8 10 3 90	1	1	1		Г	1	T -	T	1		Ι.
30 10 140					I	1					
11 × 10		I	Ŧ	I	Ι	Ι.	I	I	Ι		I
2 9 10 E 49	Ι	I			Ι						I
0 0 10 -0 40	Ι	T	1	Ι	I	1	I	I	1		
-0 5 10 -0 90	L				T		I	Ι	Ι	L	Ι
PLT TOR	1	1	10.0	9.4	1	T	T				19,1

Table 13

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission II — Gross Weight Range: 35,000 to 43,000 lb.

												_		_									
		_		4111100		1,000 6	•••								41	111060	2.000 to	. 5.000	teet				
040 6 700						-	(100018	,				1043							V ₆ (#40 ⁷ 5	1			-
	190	100	200	340	1100	1460	460	3	550 50	87.2	TOTAL M m	FACTOR (0)	100	200	750 14	100	350	100	490	100	550	990	W 4
	سقب	<u> </u>	 	1270	- E	∔ •≅•	_قب	- W	-	44.			_		<u> </u>	, 120	<u></u>	1 4 6 5	489	199	100	-11	_
-	 -	-	 	 	┼	+	├─ -		-		-	5 0 to 5 00			_			-				-	
_						1.					•	4 5 to 4 98					<u> </u>	1	+	1	<u> </u>		<u> </u>
		 -	T:	-	30	33	-	-	_		-	3 9 10 3 99							1				-;
			10	36	113	107	1		,		36 331	30 10 340		-	├──	1	 -	-	+.	 - -	+		+
Γ		1	87	130	265	329	30				797	25 % 200			1	·	34	14	5				-
			-	179	594	**	63	36			1037	20 4 200		-	-	1.0	- 87	22		-	₽	_	- 69
•												-0 5 10 -0 06						 	 	 	 		
	34.5	133.8	1090,9	3664.1	4353.4	4477.0	739.2	97.9	34.9		16409.5	PLY Years	0.5	10.2	133.6	837.9	019.6	244.7	42.1	1.6	0.5		1939.8
												. 15-17							4		1	<u> </u>	
_				EBUIYA	EWY 41	10,000 - 10,000	V ₀ (MM079	1			TOTAL	1040			- 49	Edwink!	E#7 A#	9PEED -	v _e (#19878				797AL
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Table 14

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission II — Gross Weight Range: 43,000 to 51,000 lb.

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Table 15

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission III — Gross Weight Range: 27,000 to 35,000 lb.

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Table 16

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission III — Gross Weight Range: 35,000 to 43,000 lb.

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41 100	34.9	0.0	11.0		I			I			39.1

Table 17

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission III — Gross Weight Range: 43,000 to 51,000 lb.

LOAD	<u> </u>			ESUIVAL	CMT 44	PPCCD :		ı			. 7074
1921	190	200	250	149	110	400	490	100	350	600	• • • • •
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. 5 10 4 99	-	, 				-					
4 0 10 4 49		-	-			1	+			-	 -
1 1 10 3 90	+	1	-	1	_	-		•—			****
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2 0 4 2 49		1	1	10		1.0					
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9 10 -0 99		i i		$\overline{}$	-			 			•
A.T. THE	10.7			-		_	-			_	-
1985	10.7	107.5	114.4	323.0	176.1	202.0	11.6				. 1101.4

LOAD				COUNTRY	107 AN	-	, (au)**	13			7974
PACTOR 1 mg1	190	200	2640	100	*	***	***	100	100	449	44.5
40 10 6 90		Γ						L			
50 to 5 90		1						I			I
4 5 10 4 90		T		1				L			
								I	I		Ι
3 1 10 3 90			Ι	T	L	I	L	I			
30 10 340									I		
25 m 5 m				1	10			L"			14
2 7 40 2 40			T		1 1			\perp	Ι		1 10
00 40 -0 49		T.		T			I	\perp			\Box
0 5 '0 '0 90		I		T				I			
PLT THE	4.1	7,1	24.0	130.0	180.1	40.4	3.6		T		425.9

LOAD				EBUINEL	E47 449	******	. 154075	1			79744
facton (Pg)	1940 16 1880	200 10 240	250	100	110	400	490	100	550	600	20 0
60 10 6 90					1			T			
5 D 10 5 90		$\overline{}$			$\overline{}$						1
4 5 10 4 50											1
4 0 to 4 40					1			1			
3 7 10 3 90		_		T				1		_	
0 10 340		-			_			1			1
2 5 10 2 90					1			•			•
PC '+ 2 48			1	1	1						
C 70 - C 49		_							_	_	
D \$ 10 C 66	Ι		1	1		1					1
TAT TOME	6.6	10.2	. 39.1	-11.1	180.5	21.0	9.7				464.2

			- 44	4000	10,000	o 15,000	foot				
1000				-	A-1 A-0	•	, (min/)	11			TOTAL
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5 0 % SM								L			
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2.6 - 2.00		T	Γ	T 3				Ι			
10 . 14		T	1 3	Ι				Ι		Ι	,
80 5 5 60			_							Ι	
9.0 10 9.00											
AL 19		3.3	100,6	300.4	203.3	30.7					742.1

LOAD	!			Equival	.647 649.	SPEAN .	v _e (# 106 11	31			TOTAL
F4C*DR 10g)	190	200	250	100	130	400	450	100	990	ti.	-
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4 5 10 4 50			-				-	1			
0 0 10 4 49		1	!	_	1			1			1
3 5 10 3 90		1									
30 10 340		_								$\overline{}$	+
15 m 200		_	·		$\overline{}$						
					-						
9 0 10 -0 49			_		_			$\overline{}$	_	_	_
			1		-	1	1	1			1
PLY THINE		3.9	214.3	319.3	176.0	3.3				_	619.4

Less		Courte, Det - Address - V _a (18875)														
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11		80.3	100.0	549.5	8.4	T	T	1			841.7					

			44	Li tudo i	30,000	10 33,00	• feet				
1040				Equival	B& 783.	-	V. 189971	li .			70744
POCTOR (Pg)	1900	100	394 10	300	120	400	499	100	500	***	44 %
10 10 0 00		1									
30 to 3 90					1				1		
4 5 10 4 50		1	1			1	1	1	1		
48 10 446			1				1		1		
3 5 10 300			1		1			1			
30 10 540			1							_	
11 - 100						1	1		_		
39 4 140					Ī			<u> </u>	1		•
88 4 9 40		_						_	_		
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71 100	3.2		98.9	13.0			1			·	109.5

Table 18

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission IV — Gross Weight Range: 27.000 to 35,000 lb.

Altifolde: 0 to 1,000 feet	altitudge 2,000 to 3,000 Foot
LAND EQUIVALENT AMERICA - 10 (AMERICA)	
### # # # # # # # # # # # # # # # # #	
	10 H 1 9 H 1 1 H 1 H 1 H 1 H 1 H 1 H 1 H 1
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 to 9 d0 1 1 1 1 3
18 to 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 0 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	8 9 8 8 3 7 8 3 3
[2	93 9-580 95 9-540 95 9-540
2 to 1 00 7	91 4-980
190,0 800,4 220,7 200,0 805,0 80,3 20,0 0,3 1307.0	0.0 M.h 63.0 M.a 65.0 M.a 65.0 16.0 1.5 6.1 M3.0
A 111 A 11 A 11 A 11 A 11 A 11 A 11 A	
Alexander 5,000 to 10,000 foot	A)0000001 30,000 to 35,000 foot Land Doorm.cor address - 1, 100701
84700 M M M M M M M M M M M M M M M M M M	
10 10 10 10 10 10 10 10 10 10 10 10 10 1	
	10 0 0 0
10 to	45 9 4 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
10000	
11 10 10 1	\$4 \(\delta \) \(\
1 0 0 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	(3) % (4) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1
Po 100 0.5 9.6 36.6 70.5 06.3 10.6 6.6 8.6 20.5	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Alleggio: 15,000 to 30,000 Post	Al162000; 37,000 to 27,000 foot
1988	
	50 10 10
60 % 500	31 7 10
	100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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Table 19

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission IV — Gross Weight Range: 35,000 to 43,000 lb.

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23 to 100 co 100	152.0	17,0	A)	170.7 170.7 15100: 100.0 100 100 100 100 11000: 1000:	23.7 23.7 20,000 207 od 300 20 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 33,00 107000 ·	1001 20, 100070 200 20 20 20 20 20 20 20 20 20 20 20 2	<u>x</u>			Donate State of the state of th	La to 100	0.1 0.2	2,4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	State of the state	20.3 27.009 27.009 207 at	100	1.2 6000 700 200 200 200 200 200 200 200 200				203.0 207.0 207.0 200.0 200.1
23 to 100 100	152.0	17,4	A) 190 190 190 190 190 190 190 190 190 190	2 170, 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	22-7 22-1000 dur od 500 23 3 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 33,00 107000 ·	1001 20, 100070 200 20 20 20 20 20 20 20 20 20 20 20 2	<u>x</u>	500		Share Starte	1.5 to 1.00 1.0 t	0.1 0.2	2,4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	State of the state	20.3 27.009 27.009 207 at	100	1.2 6000 700 200 200 200 200 200 200 200 200				203.0 207.0 207.0 200.0 200.1
23 to 100 co 100	152.0	17,0	A)	170.7 170.7 151.00: 100.00: 100.00: 100.00: 110.00: 110.00:	23.7 23.7 20,000 207 od 300 20 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 33,00 107000 ·	1001 20, 100070 200 20 20 20 20 20 20 20 20 20 20 20 2	<u>x</u>			Donate State of the state of th	La to 100	0.1 0.2	2,4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	State of the state	20.3 27.009 27.009 207 at	100	1.2 6000 700 200 200 200 200 200 200 200 200				203.0 207.0 207.0 200.0 200.1

Table 20

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission IV — Gross Weight Range: 43,000 to 51,000 lb.

MANAGE: 9 to 2,000 feet								
	1.5 to 1.00 cm							
43 14 480	13 to 18							
[1 1 1 2 1 2 1 2 2 2 2 2 2 2 2 2 2 2 2 2	10 9 10 51 11 19 13 10 19							
13 or 140	8.0 to 100 8.0 to 6.0							
	10 1 10 10 10 10 10 10 10 10 10 10 10 10							
	R. 0.6 7.0 89.0 10.3 17.0 1.0 0.1 80.2							
•								
Alesteday Julio to 18,000 feet	MANAGEM M. AND CO. 10. (10. CO.)							
1000 1000								
	44 10 10 10 10 10 10 10 10 10 10 10 10 10							
11 = 19	14 to 10 i							
1 0 0 100 1 0 0 100 1 0 0 100 1 2 1 100	(1 h (6) (1 h (6)							
\$8 to \$49	[14 vs 140]							
13 5 19 13 5 19 23 5 3 3	12 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							
25 W-550	0.5 10 -0.00 Co.0 C							
0,6 36,1 15,0 36,1 8,1 8,1								
Alkahopper Lighted to Majabl Fred	Williams St. 600 or St. 600 That							
	TERRITIES -							
60 % 6 00 50 % 7 00 65 % 400	10 % 10 0.5 % 48							
65 to 680 60 to 640	10 10 10							
0 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 10 10 11 11 11 11 11 11 11 11 11 11 1							
	(3 to 10) (2 to 10)							
10 × 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
30-15 Ob. (C 10-15)	N 8.0 00,0 99.0 13.0 00.0							
all bid bodies - 65-6500 to 35-6500 Front	44161001 30,000 to 30,000 Past							
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(1 10 - 3 - 3)	** ***********************************							
6.5 36.2 60.2 6.0 00.7	0.9 50.5 50.6 50.6 97.9							
Alliands: 75,000 to 40,000 foot	Alexander - 40,600 to 30,600 foot							
LOAD EQUIVALENT AMSPERD - V ₀ (MMSTS) TOTAL	LOAD SQUIMLERY ARRESTS - V ₀ (MISTS) WITH							
8 0 to 8 90 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	50 N 500							
4 0 to 4 00	49 to 49)							
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23 9 200	15 1 10 10 10 10 10 10 10 10 10 10 10 10 1							
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P.7 PRE 8.4 38.4 Tag.8	<u>₹₹</u>							

Table 21

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission V — Gross Weight Range: 27,000 to 35,000 lb.

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10 ₂ 1 6.0 to 6 50 10 to 5 50	**	<u> </u>		-	-7 4		V ₀ 100011		3	3	#***			
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10 ₁ 1	**	5		-	-7 4		V ₀ 100011		:	Ī.	27°4			
10 ₁ 1 6.8 to 6 to 10 to 5 to 10 to 5 to 10 to 100	*	3		-	-7 4		V ₀ 100011		*	<u>:</u>	TOTAL of s			
10g1 14 % 6 W 10 % 1 W 11 % 1 W 10 % 1 W 10 % 1 W 10 % 1 W	1	5		-	-7 4		V ₀ 100011		3	3	TOTAL OF S			
10g1 6.6 to 6 to 10 to 1 to 4.0 to 4.00 1.0 to 1.00 1.0 to 1.00 1.0 to 1.00 1.1 to 1.00	•	3		-	-7 4		V ₀ 100011		3	3	Wat.			
10 ₃ 1 10 to 6 to 10 to 100 10 to 100 10 to 100 10 to 100 10 to 100		ž		-	-7 4		V ₀ 100011		*	\$.	Win.			

71-7-							0 Feet				39.4
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40 9 44			I	1	1	1	1	1		-	1
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30 m 14			Ι		T		1	1			1
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90 4 94		T -	T	1	τ		$\overline{}$	7	_	$\overline{}$	1
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Table 22

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission V — Gross Weight Range: 35.000 to 43,000 lb.

MANAGE TOP	41419941 - 0 10 1/400 (HATS 											
naction (a ₀)	1	T	발	I	1	1	1	3	3	1		
10 10 8 10					Τ							
14 5 18												
4 5 to 4.85												
4 0 10 4 40		\Box				1 3					1 4	
1 1 10 100						1						
8 0 to 340						1					12	
1.5 % 3.50		Γ				1					_	
19 10 14		$\Gamma =$	1			1.2					<u> </u>	
8.6 10 - 6.48												
89 · · · 6.80								L			<u> </u>	
AT THE	60,6	9.4	-	260.1	637.0	100	39.1		1		2004.2	

/849				-	per an	# 250 - 4	, jump?	<u> </u>			19744
RETOR (a _p)	*	1	190	300	**	490	1	3	*	1-1	
A 10 6 00								——	_	├-	┼
	L						-	—			+
1 1 10 4 10							_	₩-		—	┿
0 to 4 60	L	T					_	——		₩-	+
1 10 100	Ι	Τ									+
10 10 100		Τ						+	-	₩-	+-•
11 - 100	T	T						——		₩-	جبه
		T_{-}			L	<u> </u>			-		+
9 6 9 00	Ι_		Ι			\Box		↓			+
			I		I	L	L				-
A1 788	7-	6.8	105.0	304.7	129.4	14.1	3.8	1 0.3	1	1	607.9

LOAD PACTOR	Equivalent America - 1 ₀ (mayre)											
(Ag)	**		300		3	13	I	13	=	3.	3.	
44 4 6 80		T										
5.0 W 5 W			\Box					Ι				
49 10 4 10				\Box				Γ	Ι		Т.	
40 . 44												
3 9 10 100								Γ				
90 H 140				L		\mathbf{L}						
20 4 540		\mathbf{L}	I			\mathbf{L}^{-}		Ι			1	
10 4 100		I				\mathbf{L}		I			1	
		T				_						
		L				L		I				
AT THE		7.5	44.5	386.3	67.8	10.1	0.4	T			295.2	

			41	111 00 01	10,000 1	a 15,000	7001				
1000	Γ_			EGWYWL	107 AND	4000 - 4	,				1074L
SECTOR (*)	=	1	100	3	*	***	-	3	-	3	
6.0 to 6 90		T	Γ						.	↓	
10 4 10		T =						↓			
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3 5 10 3 80									۰.	ــــــــــــــــــــــــــــــــــــــ	
94 to 349	I						_		-		
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		T.	Γ						_		
41 4-10			$\Gamma =$	L					L		1
41.75		7,0	39.9	144,8	74.1	10.2	2,0		Ц.		270.3

				të terio:	17,000	- 20,00	-							
LAGO PACTOD	ļ	CONTRACT APPEND - V, IGNOTES												
14,1	329		1	1	13	ij	3	3	#	1				
60 4 6 8			1	$\overline{}$										
54 9 50											E			
4 5 19 4 55		7	1	T	1	I								
40 9 440														
35 4 10		\mathbf{I}	-	1		L								
3.0 to 1.00			1.		$\overline{}$									
2.5 TO 2.85								$\overline{}$			1			
10 9 10				1	<u> </u>									
99 9-9-99				_										
40 4 4.00		I												
ALC: NO		67.6	107.1	140,5	25.6	7.4					1 49.4			

1040				(Question)	SAT SA	/48 · 1					79744
LGAB PAE TOP 1 Pg)	12	7	390	344	***	100	3	3	**		-
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1 5 10 4 50	T	T					<u> </u>				-
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56 10 -0 40			T	I	L			┺—		+	-
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AT THE	Τ-	44.0	134.4	370.3	29,1	3.0	T	1 -	1	1	984.5

LOAD				-	ART NO.		v,	H			
rag ton (o ₀)	ï	1	100	1	1	1	1	3	1	=	
80 W 8 R						_				_	
			$\overline{}$			_					
49 14 4 80		7	1	7	_	7		1			
40 9 440		1		1	1		_				
30 × 10	_	7				$\overline{}$					
1.0 W 149		T		Ī		1					
23 - 250		1		1 -	_	7	_				1
10 4 140			1			1					•
00 5 44		T		_			_		_		
9 8 - 9.50		1		T		1	T				_
41 14		149.5	100.4	31.1	2.1		7				100.4

				M vede :	99,000	to 35,00	1004				
							1, 1000	19			1914
Rec 100	1	7	100	3	1	13	1	3	7	3.	
				T	Ι	Ι					
80 M 8 M		T		Т	\Box	Τ	I			<u> </u>	_ -
9 5 16 4 50		\mathbf{I}			Γ		<u> </u>			├	
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3 5 70 3 80		Γ					I	1		↓	——
30 10 540	Γ				Ι	1		_		-	
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86 4-94		\mathbf{T}		Γ	T					_	
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A2 34	9.8	196.2	1020.2	303-2	Γ		I				1201,0

			AA C	100001	29.000	40,40	-				
Lead				-	(00°7 av	•	*, *****				-
100)	Ĩ	3	250	1	I	13	1	3	3	1] = •
88 % 8 SD			T	$\overline{}$		T =					Ι
50 W 180					$\overline{}$	T	Γ				Т-
45 10 450			T				T				Ι.
40 9 440			Τ			T					1
30 10 300			I								
30 H 20			Ι		\mathbf{I}						Ι
23 10 2.80			T					\mathbf{I}			
20 10 240											
9 9 17 19 40			T				I				
4 4 4 4 4			$\mathbf{L} =$				L	1			
41.74	44	44.0	E41.5	9.9							729.7

Table 23

Distribution of Maneuver Load Factors by Equivalent Airspeed and Altitude — Mission V — Gross Weight Range: 43,000 to 51,000 lb.

1.048	SQUANGLEST ASSESSED - Y _Q (MMSTS)												
LOAD MACTOO (A ₂)	2-1	3	300	3.	***	3	#	***	7	3	374		
40 4 4 90						Ι	I	T			I		
50 to 500		T .	1			T							
4 5 10 4 80											\Box		
4 9 14 4 40		T	I										
1 6 10 100							I				\Box		
30 10 340		I	I	T		1					1		
23 4 28		I	1 4								,		
2 0 10 240		I		1	•		8				1.7		
00 4-040		I				I					T		
0 5 40 -0.00		T	I	Ι	1								
PLY YER	3.0	29.3	116.1	169.4	176.4	98.2	25.2				682.6		

LOAS	ł			COUVAL	[WT AM	wees - v	, (EMBTS	•			70741
PACTOR (Pg)	780 10	200 10	200 10	300 100	310	100	450	32.2	594	640 641	** *
48 10 6 99											
10 to 100			I								I
4 5 10 4 90											
4 9 10 4 00	1		T		Г						
3 5 10 3 80		1							L		
30 10 100		1	I	1						Ι	
25 4 200		1	T	1							1.2
20 4 140		1		Ι	1	1		Ц			Li
8 6 10 -0 40	$\overline{}$	T	1	T	1	1		Ι			T
-0 5 10 -0 00		1			Ι						l
PLT THE	1		44.4	114.6	63.0	10.2	0.0	T		1	200.2

			44	*****	5,000 6	4 10,000	feet				
LOAD	EQUINALENT AMBRED · V _e (RMOTS)								79741		
PACTOR (ng)	1940	100	200	300	310	***	454	100 10 10	540 100	999	W 4
60 14 6 90	Γ-	T	T	1		1	Τ.	Ţ		1	
		1		$\overline{}$	1		1	1			
4 5 10 4 90		1	1	1	1	_	1	† –			
4 0 10 4 40		1	-		1	T			1	1	
3 5 10 3 00			1	1			1	1			
30 10 340		T	T	1	1			1			
25 % 250			1							1	1
2 0 10 2 40		I		I	I	1 1	T	I			
		T		_							
9 9 10 10 90		I	1	T	1	1	1	1		1	
AT THE		9.2	0.0	97.0	44.2	12.4					114.9

LEGG	LOAD EQUIVALENT AREPESD - V _Q (10075)									TOTAL	
necton (h _g)	3.4	100	250 10	300 320	100	***	***	900	***	***	-
				Ĭ	I			Ι	1	I	I
		I	I					1	1		
4 5 10 4 50		I			I			I	L	I	
40 10 440		I			Ι	I		Ι	I		
3 5 10 300		Ι				I					
30 10 349		T					Ι				
2 5 10 200			T	Ι	L		Γ	Γ			
10 - 140			T				Ι				1
			Τ.	L	1	1	T	1		Ι.	I
-01 4-000		T			1		I	L		Ι -	T
AT THE		T	14.0	80.0	44.4	1.0	1	T			140.1

L040 PAC 700				EGUMAL	Aut au	- 1884	v _e (000)1	11			19744
(ng)	**	1	200	3	=	:::	***	300	***	3.	** **
	~			}	$\overline{}$						1
		1		1	1						
0 5 N 4 80		1									1
40 10 440		I			i	T	1	Ī			Ī
3 5 10 3 00		Ĭ									$\overline{}$
3.0 to 340					1	1	1				
11 - 10		1					1				
E 0 10 E 00		I		1	1 1		1				7
0 0 N -0 40		I			1		1	1			
0 5 N -0 PD				L.							
A1 144		3.7	29,4	94.0	27.0	0.0	T	1			193.3

			44	tode:		27,00					
LOGO PACTOS				COUNTRY	90T A	~	-	•			1974
1021	**	=	122	=	**	122	3	3	1	3	-
6.0 10 6 80						I	T	1	Г	Г	
80 m 100		1	1	$\overline{}$	t	1	1	1	1		
4 5 10 4 80		1	T	1	1		Т —				
40 9 440								1			
3 9 10 300		1				1					
3.0 10 SC				1	I	Ι	Ι	I			
11 - 10		T		J	I	1	1	1			
20 4 14		T	Ι		1	Ι	Ι_				
00 049		Τ	1 .		1		1	1	Γ		
-0 S H -0.00		\perp	1		L	<u> </u>	\mathbf{L}_{-}				
AT		9,8	20.5	100,6	10,0			T			200,0

4000	COSTRACT AMERICO - 10 (AMERIC)									79744	
engram tog1	1	1	100	1	3	13	1	12	*	3.	
6.0 10 0 00		I	$\overline{}$				_	_		_	_
50 W. S 60			Ī	1		1		_	_		-
4 5 10 4.50			Ι.	T	$\overline{}$						_
40 2 44		I		T		T					_
3 9 14 3.00				Ι.	Ī	1	-				_
3.0 to 3.00		L				T -	1	1			_
		I	Γ			T		$\overline{}$			· · · ·
10.9 140										_	
00 10 -0 40		1.						_	_		_
0 S W -0.00			L		I	T		1			_
		87.0	194.7	141.9	1.7			1			400.3

			- 44	i tudo :	30,000	10 25,00	10 Fpo1				
LOGO			-	COUNTY	807 A	- 97000 -	4, 1007	н			
ractor (n _p)	14	1	12	1	3	13	13	1	1	1	
40 H 4 W					1	T		1		$\overline{}$	T
\$0 m 100		1	Ī		1		1	Ť			1
8 8 to 4 80						1	T			1	T
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